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LOCAL OFFICE OF THE UNITED STATES WEATHER BUREAU.
Honolulu, Wednesday, May 5, 1909.

Year	Mean	Thermo.	Max.	Min.	Mean	Wind	Direction	Velocity
1900	30.07	79	71	75	71	80	7	SE
1901	30.08	81	67	74	70	84	6	N
1902	30.06	76	60	68	60	70	7	N
1903	30.09	80	67	74	70	65	2	SE
1904	30.12	78	69	74	72	70	3	SE
1905	30.12	76	68	72	68	72	9	SE
1906	30.04	81	72	76	73	60	4	SE
1907	30.06	81	70	76	70	66	2	NW
1908	30.06	79	71	75	71	76	7	SE
1909	30.08	79	71	75	71	66	8	E
Avg	30.06	79	69	74	71	65	5	SE

WM. B. STOCKMAN,
Section Director.

TIDES, SUN AND MOON.

Day	High tide	Low tide	High tide	Low tide	High tide	Low tide	High tide	Low tide	High tide	Low tide	High tide	Low tide
May 5	8:05	1:05	8:21	1:21	8:36	1:36	8:51	1:51	9:06	2:06	9:21	2:21
May 6	8:36	1:36	8:51	1:51	9:06	2:06	9:21	2:21	9:36	2:36	9:51	2:51
May 7	9:06	2:06	9:21	2:21	9:36	2:36	9:51	2:51	10:06	3:06	10:21	3:21
May 8	9:36	2:36	9:51	2:51	10:06	3:06	10:21	3:21	10:36	3:36	10:51	3:51
May 9	10:06	3:06	10:21	3:21	10:36	3:36	10:51	3:51	11:06	4:06	11:21	4:21
May 10	10:36	3:36	10:51	3:51	11:06	4:06	11:21	4:21	11:36	4:36	11:51	4:51
May 11	11:06	4:06	11:21	4:21	11:36	4:36	11:51	4:51	12:06	5:06	12:21	5:21
May 12	11:36	4:36	11:51	4:51	12:06	5:06	12:21	5:21	12:36	5:36	12:51	5:51
May 13	12:06	5:06	12:21	5:21	12:36	5:36	12:51	5:51	1:06	6:06	1:21	6:21
May 14	12:36	5:36	12:51	5:51	1:06	6:06	1:21	6:21	1:36	6:36	1:51	6:51
May 15	1:06	6:06	1:21	6:21	1:36	6:36	1:51	6:51	2:06	7:06	2:21	7:21
May 16	1:36	6:36	1:51	6:51	2:06	7:06	2:21	7:21	2:36	7:36	2:51	7:51
May 17	2:06	7:06	2:21	7:21	2:36	7:36	2:51	7:51	3:06	8:06	3:21	8:21
May 18	2:36	7:36	2:51	7:51	3:06	8:06	3:21	8:21	3:36	8:36	3:51	8:51
May 19	3:06	8:06	3:21	8:21	3:36	8:36	3:51	8:51	4:06	9:06	4:21	9:21
May 20	3:36	8:36	3:51	8:51	4:06	9:06	4:21	9:21	4:36	9:36	4:51	9:51
May 21	4:06	9:06	4:21	9:21	4:36	9:36	4:51	9:51	5:06	10:06	5:21	10:21
May 22	4:36	9:36	4:51	9:51	5:06	10:06	5:21	10:21	5:36	10:36	5:51	10:51
May 23	5:06	10:06	5:21	10:21	5:36	10:36	5:51	10:51	6:06	11:06	6:21	11:21
May 24	5:36	10:36	5:51	10:51	6:06	11:06	6:21	11:21	6:36	11:36	6:51	11:51
May 25	6:06	11:06	6:21	11:21	6:36	11:36	6:51	11:51	7:06	12:06	7:21	12:21
May 26	6:36	11:36	6:51	11:51	7:06	12:06	7:21	12:21	7:36	12:36	7:51	12:51
May 27	7:06	12:06	7:21	12:21	7:36	12:36	7:51	12:51	8:06	1:06	8:21	1:21
May 28	7:36	12:36	7:51	12:51	8:06	1:06	8:21	1:21	8:36	1:36	8:51	1:51
May 29	8:06	1:06	8:21	1:21	8:36	1:36	8:51	1:51	9:06	2:06	9:21	2:21
May 30	8:36	1:36	8:51	1:51	9:06	2:06	9:21	2:21	9:36	2:36	9:51	2:51
May 31	9:06	2:06	9:21	2:21	9:36	2:36	9:51	2:51	10:06	3:06	10:21	3:21

Full moon May 5 at 1:36 a. m.
The tides at Kahului and Hilo occur about one hour earlier than at Honolulu.

Hawaiian standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees thirty minutes. The time whistle blows at 1:30 p. m., which is the same as Greenwich 0 hours 0 minutes. Sun and moon are for local time for

NOTICE TO SHIPPERS,
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Shippers receiving or ordering overland shipments are hereby informed that the S. S. ALAMEDA will receive and deliver cargo at the CHINA BASIN, San Francisco (Overland Railway terminal), without expense of cartage.

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MARINE

Last Saturday the little schooner Ka Moi was purchased from the Kona Development Company by the Miller Salvage Company, the consideration not being made public. The Ka Moi has been run between Kona ports and Honolulu by the Kona Development Company for considerable time past, but the fact that she has been sold to Miller and Eben Low does not mean that she will be taken off this run. The former owners have chartered the Ka Moi to continue the old run.

Captain Miller and Eben Low will probably continue the bark Alden Besse in the wood-carrying run between Hilo and this port, though this matter will not be definitely settled until today. The last trip of the Alden Besse was not overly profitable, but arrangements are under way whereby the vessel will be given more despatch in securing cargo.

The Mokohi, belonging to the same company, went around to the other side of the island Tuesday and returned last evening with a load of paddy. Both this boat and the fine schooner Luka have been donated gratis to the promoters of the yacht cruise to Pearl Harbor next Sunday.

Asked what he intended doing with the Concord on her return from Laysan Island, Eben Low stated that he had nothing in sight save the race to Kahului. He maintains strenuously that the Concord will show a clean pair of heels to both the Luka, Captain Miller's yacht, and the Hawaii, the trans-Pacific racer. Eben is having a set of racing gear and sails made ready for the Concord when she returns, and he is planning to fix her up in great style for the event. He says that he is willing to wager that the Concord will walk away from both the Hawaii and the Luka in the race, as well as all the other craft entered.

Lurline Wireless.

Captain Weeden of the Matson Navigation Company's steamer Lurline made himself heard from far out at sea again Tuesday night. He wirelessed in to the agents of the company here that at 8:30 p. m. he was 850 miles from Honolulu. Strong north-east winds were blowing, and there was a moderate sea. Everyone on board was all right.

Columbian Here Friday.

The American-Hawaiian steamer Columbian will probably not arrive here from San Francisco until tomorrow morning. She is bringing about seven days' mail from the mainland. The Pleiades, of the same line, will arrive here about Saturday with a heavy cargo from San Francisco and Seattle.

Transport Logan Arrives.

After a very uneventful trip from the Philippines, the United States Army transport Logan arrived here last evening after five o'clock and was docked at the Oceanic wharf. She had on board a large number of soldiers and many passengers. She continues this morning at five o'clock on her voyage to the Coast. There was great bustle and bustle on the wharf last night on account of the fact that the Engineers, who have been stationed at Waikiki for the past few months, are leaving on the Logan. The big troopship is also carrying a large number of saloon passengers from this city.

Mongolia and Hilonian.

Both the Pacific Mail liner Mongolia and the Matson Navigation company's steamer Hilonian sailed from San Francisco for this city yesterday. The Mongolia will arrive first, of course, and will bring, according to all indications, a goodly list of passengers for Honolulu. The Hilonian may also be counted upon to bring between forty and fifty passengers.

Kukui Sails Today.

The little lighthouse tender Kukui returned from Molokai yesterday morning, where she had taken a large amount of stuff for the new lighthouse which is being built there. The Kukui is on the boards to sail for either Maui or Kauai today. Lieutenant Houston goes along to make an official inspection. He did not accompany the Kukui on her Molokai trip.

Shipping Notes.

The Pacific Mail liner Mongolia sailed from San Francisco for Honolulu yesterday.

The Toyo Kisen Kaisha liner Nippon Maru sailed from Yokohama for Honolulu yesterday.

The barkentine Pullerton, which came here with oil tanks full, left yesterday for Gaviota.

The U. S. A. T. Thomas arrived at Manila last Sunday from Honolulu. She sailed from here on April 14.

The Matson Navigation Company's steamer Hilonian sailed from San Francisco for Honolulu yesterday.

THE ESQUIMO

eats blubber. The lumbermen eat pork. The Norwegian fishermen live on cod liver oil. These people are constantly exposed to cold and physical strain. Experience has taught them that fatty foods give warmth and nourishment.

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TARIFF-MAKING

(Continued from Page One.)

is unusual concentration. The indifference that characterizes a large portion of Congress at most sessions is strikingly absent. No congressional district in the country is without some interest in some schedule of the tariff, and every one of the ninety-two Senators—there are but ninety-one with the vacancy from Illinois—are watching out and trying to get something put on or something taken off. That is hardly true of any other measure than a tariff bill before either the Senate or the House. And at no other time on no other measure is there such a rush of citizens to Washington, for no other measure affects so many people so directly as a raising or a lowering of tariff schedules.

There is one more phase of the legislative situation. That is the executive. President Taft nominally is supposed only to send a tariff message to Congress, when it assembles to revise the tariff, and to sign or veto the tariff bill, when it is completed and placed before him. But no President in the last fifty years has been able to go through a period of tariff legislation without having many troubles. All the people who come to town on tariff errands with Congressmen also want to talk about their errands at the White House. Many of the Senators and Representatives also want to talk it over with the President. This state of affairs prevails while the bill is before the House and again when it is before the Senate, and still again when the conference report on the bill is being framed.

Thus it happens that President Taft's tariff duties are doubled and trebled and quadrupled over those of any man of Senate or House or any member of its tariff committees. And while the talk that fills the air around one end or the other of the Capitol day in and day out is tariff, tariff, tariff, the talk around the White House offices is also of the same purport. The House is steeped in tariff talk for three or four months, the Senate for quite as long a time, but the White House has it for five or six months. And President Taft had much of it for two or three months before he became President.

While he withheld from many of the quarrels and contentions over particular duties, the President has done much to shape the policies and principles guiding the revision. There have been conferences with him time and again. No important step has been taken without a complete understanding with the President. For example, he made a compact during the presidential campaign with the beet sugar men for the limitation of free imports of sugar from the Philippines to the amount of not over 300,000 long tons annually. He insisted that the Ways and Means Committee should recognize that agreement, which they did, and the same proposition was put before the Finance Committee with a similar outcome.

But the President is hardly half through his tariff troubles. As the Senate debate progresses, the conferences with him will continue as new and knotty problems develop. The House leaders will be taking a vacation for a month or six weeks, but the Senate leaders will be trotting over to the White House almost every morning for a word with the President about this and that tariff matter. The Western Senators threaten to make trouble. If they carry out their threats, the President will have to take a hand at taming them, just as he took a hand in taming the Western insurgents in the House. He is not only President, but the leader of his party. The political aspects of the various moves which contending interest make must be considered by the President. And when the policy in a given instance is decided upon, he speaks the authoritative word. He can bring recalcitrants back into line, when all others can not.

The Republicans of Senate and House are politically very sensitive about criticisms of the tariff bill. Parties have been thrown out of power in the House more over tariff issues in the last twenty-five years, than for any other cause. Whenever the old time Republicans in Congress get to thinking about the long and interrupted control the party has enjoyed in the two legislative branches they feel superstitious about the effect upon the country of the passage of the Payne law. After all, it might be the enactment that would arouse the country, bring in a Democratic House two years from now and make the next Presidential election problematical. For if the new tariff does not please the voters and does not bring a revival of business the outcome will be a blow to the administration.

The McKinley tariff law, enacted by a Republican Congress brought in a Democratic House and undoubtedly had much to do with the election of a Democratic President. On the other hand the Wilson tariff law, enacted by a Democratic House of Representatives, brought in a Republican House of Representatives and two years later gave the Republicans a great advantage in winning the Presidential election of 1896. And all in all, the failure of the Wilson law to work satisfactorily to the people proved such a setback to the Democratic party nationally that it has been used against them to some degree in every biennial campaign for the last twelve years.

Probably no tariff law has been more severely criticized than was the Dingley law, although it was the greatest and most satisfactory revenue producer of any tariff bill ever enacted by an American Congress. But its enactment was attended by a revival of prosperity and that alone sufficed to nullify most of the criticisms for a long time.

In the same way, the leaders expect that criticism of the Payne law, as it stands when President Taft signs it will count for little politically if industry revives and the country has increased prosperity. They are confident the prosperity is coming but, at the same time, are very wary of the deep-seated sentiment in opposition to the big trusts and combinations that have been an outgrowth to a considerable degree, of high protection. The Western Senators and Representatives are particularly sensitive about legislation that might

seem over friendly to the trusts. That is the chief reason for the insurgent movement in the House and for the threatened insurgent movement in the Senate. There are probably more long tenured Republicans from the West than ever before in the history of Congress. Many of them are possessed of the idea of making a life career in the House, just as numerous eastern Republicans have been doing. They have alert constituencies behind them and are now profiting by the examples of a few prominent western Representatives who have been turned out of office and superseded by Democrats during the last four years.

That accounts in some part for the smashing of party lines on tariff in the House. The western men are aware of the increasing Democratic vote in their districts. And almost to the same extent the southern Democrats are affected by the growth of Republican sentiment in the South. Of course the increasing demands of the South for a share in the protection "swag," as it was styled in some of the recent speeches has quickened the southern Representatives, but they are also afraid of the results of the Congressional balloting in November, 1910, in a number of southern districts.

The Republican leaders in Senate and House reason that many of the blunders made in the schedules now—and there are always numerous blunders in making up such a voluminous law—will be forgotten by the time the next national election is held. But whether there is a restoration of prosperity or not in the meantime, the new tariff law will furnish the Democrats, probably, their most important material for the next campaign. Tariff questions will be placed before the country in new guise and may be complicated with questions affecting the control of corporations. For President Taft has promised that he will ask Congress at its next session, which will be the first regular session, to enact legislation amending the Sherman antitrust law and the law for the regulation of railroads. Whatever legislation is enacted will be completed but a short time before the elections. The Republicans will be called upon to defend that legislation or their failure to legislate. Congress will hardly have adjourned before the Republicans will find themselves in the midst of the campaign.

Thus with the tariff and with corporation law amendments, the test in the next congressional elections will cover much of the important work of the first year and a half of the Taft administration. The verdict will be especially important to President Taft and to the Republican party. If the new tariff law is popular, it will go very far toward carrying the Republicans to another victory, and with that victory they will be in a fair way to continue their control, not only of the House of Representatives, but of the Senate and of the presidency for a number of years. President Taft's renomination would be put beyond question, and his reelection would be almost as certain.

Of course, the Democrats in Congress are badly divided. The party is demoralized by successive defeats. But it is almost equally true of the Republicans in Congress. A popular issue over the tariff, however, would unify the Democrats remarkably in a campaign and above all in a congressional campaign, where the old Bryan and anti-Bryan factions would not figure materially. On the other hand, the Democratic organizations in the States are in pretty good condition. Of the forty-six States, there are twenty-one, almost half, with Democratic Governors, all of whom in the normally Republican States are virile party leaders.

The importance that the leaders attach to the tariff at this time is enhanced by the conviction that a very great number of people associate

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